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A ROUSING MEETING.

The Victoria Theatre Crowded to the Doors.

HON. MR. DAVIE

Explains His Views to the Electors in a Clear, Convincing Speech that Carries Conviction to His Auditors--The Attorney-General Warmly Received.

It was a thoroughly representative and enthusiastic audience that filled The Victoria last night to listen to the common sense explanation of his platform laid before them by Hon. Theodore Davie.

During the evening the electors showed clearly by their hearty and frequent applause that they were thoroughly in accord with the remarks made by their tried and proven representative, who has again offered himself as a candidate for their suffrages.

The chair was taken shortly after 8 o'clock by Hon. J. S. Helmcken M. D., while occupying seats on the stage were to be seen Hon. J. H. Turner, Hon. C. E. Pooley, Hon. John Robson, Simeon Duck M. P.P., Lieutenant-Colonel Prior M. P., Messrs. M. W. T. Drake, Wm. Lorrimer, E. Mallendaine, ex-Alderman Braden, Alderman Kelly, J. W. Carey, Charles Hayward, Alex McDonald, Willis Bond, T. J. Burnes and others.

The chairman in opening the meeting expressed surprise that any opposition should be offered to the re-election of Mr. Theodore Davie. (Hear! Hear!) Everyone could not but be aware that in Mr. Davie Victoria had a member devoted heart and soul to the city's interests, and the interests of the province. Everyone also knew that Mr. Theodore Davie, as Attorney General and a member of the provincial cabinet would possess twenty times as much influence, and be able to do twenty times as much for the city and the country as he would otherwise. One of the greatest questions now before the electors was that of the Canadian Western Railway. Some people imagined, and were attempting to lead the public to believe, that this question was already settled. It was not. It would not be until the railway itself was in actual operation. The election of Mr. Theodore Davie and his appointment as Attorney-General did not concern the city of Victoria alone. It was a matter of importance to the whole Dominion, even more than to the city in particular. He thought that the citizens would not fail to see what was best for their interests, and act accordingly by returning Mr. Davie at the polls. Without further remark he introduced the speaker of the evening—Mr. Theodore Davie.

Amid the prolonged cheers of the audience Mr. Davie came forward. As he had considerable to say, he remarked, he would come at once to the point. He did not intend to indulge in any figures of speech; his address would not consist of flights of oratory, but of facts, with which he hoped to convince all present before leaving the platform. In his address in offering himself as a candidate for re-election, he had announced that his primary object in accepting a portfolio in the provincial government was the construction of another transcontinental railroad, which penetrating the northern part of British Columbia, and opening up the important district of Cariboo, will traverse Vancouver Island, making Victoria or Esquimalt its terminus. He entered the cabinet on the understanding that the early construction of such a road should be made a matter of government policy. For this he had been accused by his opponents of raking up an issue when none arose. The gentleman who had announced himself as his (Hon. Mr. Davie's) opponent in the campaign, and the Times newspaper, from which his opinions seemed to be taken, had stated that the Canadian Western Railway was already a matter of fact, by legislation. How the railway could be a matter of fact until it had been constructed, was inconceivable to any intelligent person. The scheme might exist upon paper for years, but

never become a fact. Only the preliminary steps had been taken toward the construction of the road, and unless they were promptly followed up, the road would not be built. If the construction of the road was urged and supported by the Government; by the representatives of the people in the Legislative Assembly, and by the people themselves, the Canadian Western Railway would become an accomplished fact in less time than was taken to construct the C. P. R. (Cheers.)

His opponents in this campaign had not chosen to discuss the merits of the stand he (Hon. Mr. Davie) had taken, preferring to indulge in their usual stock-in-trade, endeavoring to bring across other issues, and producing as their chief arguments abuse and vilification of himself, whom they were pleased to term a "vindictive partizan." If, in calling him a "vindictive partizan," they meant that having taken a stand on any point which he believed to be in the interests of the city and province he would stick to it, they were right. (Hear! Hear!) They were perfectly at liberty to call him whatever names they pleased. It was contended by his opponents that all that was now to be done in regard to the construction of the Canadian Western railroad, was to allow the project to lie dormant. The railway company had secured an act of incorporation, and, the opposition said, all that was now to be done was to wait for them to commence operations. This, said Hon. Mr. Davie, is not my policy; and it is not yours! This is what they said the other evening in the Times:

"The public, until this announcement was made, was not aware that the interests of the Canadian Western required a champion for it in the cabinet. The public accepting the grant made to that company last winter in good faith, has regarded the issue as settled. During the closing hours of the House last session, the Canadian Western Railway land grant came up as an issue; but Mr. Davie and others, notwithstanding the protest of the Vancouver Board of Trade, passed favorable judgment on it, and from an issue it was translated into a law of the province. The question therefore is no longer an issue. * * * *. They regard the Canadian Western Central railway issue settled. * * * * It raises an issue, where there is none, or if this view does not meet the requirements of the case, what else does it argue than that an act of parliament stands for no more with the government than a puff of wind. * * * * Now naught remains but for the parties of the second part to carry out the bargain, and until they fail to do this, the government's good or ill will is of no consequence."

In other words, continued Hon. Mr. Davie, our opponents say that we are to sit still for the next two years (for that is the time the company have to begin operations) and do absolutely nothing. That is not the policy of any one here—it is not mine; it is not yours. [Applause.] I am not going to pretend that the Canadian Western Railway should receive anything like the amount of assistance given to the C. P. R. They will, however, expect more aid than they have yet received, or more than this government would be justified in giving. The time for subsidizing a road as heavily as the C. P. R. was subsidized has gone by. The C. P. R. received $25,000,000 in money, 25,000,000 acres of land, and British Columbia and Lake Superior sections thrown in. The government had also to afford the constructors of the road every facility for forwarding material during its building, and had to sell to the company any material required at cost. The C. P. R. Co. also received rights of way and water frontages whenever navigable water was reached; and last, but not least, they received the promise that no opposition railway would be constructed for twenty years and they were free of taxation in the Northwest Territories forever.

It was upon these terms that the C. P. R. company entered upon their bargain to build the road. The same terms would not now be given to another transcontinental road; but he (Mr. Davie) merely referred to their case to show what had to be considered by a government in settling a railway question. These questions would not be taken up and disposed of unless the matter became one of government policy. (Applause.)

Turning to the chairman, Hon. Mr. Davie continued: "You, Mr. Chairman, some time ago, contributed valuable data as to a railway on Vancouver Island, to which the public are indebted for much useful information. You showed that, irrespective of the E. & N. Railway grant, there was on this Island upwards of 1,000,000 acres of arable land lying dormant, ready to become productive and waiting for the plough. In addition to this immense tract of agricultural land, you proved that there was 4,000,000 acres more ready for use for mining, lumbering, stock raising and other purposes. You showed, also, Mr. Chairman, in a series of instructive letters, that 1,000 additional farmers cultivating twenty acres each would produce $600,000 annually: that taking the year 1885 alone, $500,000 had been paid for provisions consumed here, and $100,000 customs duties, all of which and far more the country could have produced; money which had been sent away to foreigners; the produce of our coal, lumber and fish which should have been kept at home and expended in reproductive enterprises. You showed that 175 miles of railway

to be constructed to Fort Rupert, in cost would not exceed $5,000,000. You estimated that by guaranteeing the interest on this sum of money, or perhaps part of it, entailing an outlay of from $50,000 to $100,000 per annum, the road could be made an accomplished fact without increasing the taxation of the country, as by construction of the new road the country would be opened and increased revenue result upon the accretion to the population, to say nothing of the money obtained from land sales. In speaking and writing in favor of the Fort Rupert road you showed that every agriculturist is worth to it $500 a year.

The Canadian Western Railway project first took practical shape at the last session of the Legislature, when it was shown that such a railway as was proposed by our chairman need not stop on Vancouver Island, but should go on to the mainland. This being done, not only would the Cariboo and Chilcotin regions be opened up, but also the Peace river district, unsurpassed as an agricultural country. The new road, such as has been proposed, would, in addition, place us in direct communication with our neighboring Territory of Alaska. All the great advantages to be derived from the construction of a new transcontinental road had been pointed out. To show what my views views have been and are on the subject, and that I am not, as falsely alleged by my opponents, taking up this subject as an election cry, I will read an extract from the report of a speech which I had the honor to deliver during the last session of the legislature. I am reading from the COLONIST report 5th April last. The extract is as follows:

Mr. Theodore Davie was warmly in favor of this measure. He would be untrue to the interests of those who sent him to the House if he favored the submission of this question to the people, which would mean its postponement for a year at least. Tis said that we are parting with 12,000,000 acres of land. So we are, but at the same time are gaining 12,000,000 acres ourselves, and a vast extent more which would never be as much as seen by a living soul unless bisected by a railway. From a national view it was necessary to have an overland railroad which is not contiguous to a foreign country. The area of Canada is larger than the United States. The estimated land in the former is 3,470,392 miles, whilst the latter contains 3,096,392 square miles only. The United States has four continental roads whilst Canada has only one, and that on the southern fringe of her territory, and which does not operate to feed the chiefly fertile portions of the province or of Canada. The proposed road would open up the Chilcotin plains, where the cattle are fatter and better than in any part of the province, also open up the mining and agricultural regions of Quatsino, Alberni, and other parts of Vancouver Island, and besides all this would extend towards the Peace river country, which is described as "a vast extent of country unsurpassed in fertility, and notwithstanding its high latitude, having a dry and salubrious climate." The conditions of the extreme northern parts of Canada are most favorable to wheat raising, although the popular impression is that it is a sterile and inhospitable waste—simply a section of the north pole. The conviction of the civilized world—born, as Erastus Wiman has said, of ignorance—is that this northern land is impenetrable ice and snow. They forget the development of America's purchase (Alaska), many degrees further north than the average of Canada, and a country so full of promise that no money payment would be accepted by the States in purchase of it. In the limitless plains hundreds of miles to the north of the populated portion of Canada, is a wheat growing country, far larger than the entire wheat growing portion of the United States. A country which is capable of growing 30 bushels to the acre. Whereas the most favorable portion of the United States produces at best only from 15 to 20 bushels per acre. Mr. Davie then read at considerable length from an article by Mr. Wiman in support of his statements, and wherein it was said that the greatest success in wheat growing was in the States to the extreme north, and that in its extreme northern latitude the Dominion possesses a greater wheat producing area than does the entire United States; that the soil of this wheat area is richer, will last longer and will produce a higher average of better wheat, than can be produced anywhere else on the continent, if not in the world, and that moreover, wheat is known to have been grown in the vicinity of numerous Hudson's Bay Company stations for twenty consecutive years, without fertilization, and annually producing crops averaging thirty bushels to the acre. That besides growing wheat other cereals were raised and cucumbers and melons cultivated. It was also shown that climate is much more the result of altitude than it is of latitude, and that while the mean elevation of Europe was 671 feet, and of North America generally 784 feet, it was a significant circumstance that the Canadian portion of North America has an altitude of only 300 feet. It was further shown that nature has provided in the thousands of square miles of wheat areas in the northern part of Canada a well spring of moisture in the frost time, in the earth far down below the surface, which being thawed out during the summer months, is full of force. Besides this, there is the still further advantage in these extremely northern regions, of days in summer which have an average of two hours more sunshine than in the southern districts, so that from these and other causes conditions unite to make the far north the most productive and the most valuable of all the cereal-growing lands on the continent. Mr. Davie predicted a bright future for Canada consequent on the promotion of the scheme now before the House and that the province was to be congratulated upon being the first to contribute anything practical in aid of a transcontinental railway by the north. He was satisfied that the majority of the members present would live to see the road an accomplished fact and in running order.

The reading of the extract was followed by a long and very loud outburst of hearty applause.

Now, gentlemen, that will show you that the stand which I take upon this

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question is not a new one by any means, but the stand I have taken all along. (Applause). If you choose to refer to the North American Review for January 1889, you will find proof for all I have said, there. Proof is also to be found in many other places. The matter has been brought before the Senate of Canada years ago, when every effort was made to obtain the most full and reliable information. No fewer than 125 witnesses were examined with regard to the immense advantages possessed by this country. I need not show the gain to Victoria should she be made the terminus of a railway through so great a country. You can see that the terminus of such a road is bound to be one of the greatest cities on the North American continent, in either the United States or Canada. (Applause).

I am not saying that if you return me this will be done, I am only one. But I do say that I will do all I can to bring this about. (Applause). And you have the assurance that this will be a matter of government policy. (Applause). This platform surely is far better than that of my opponent, who argues that this road is already an accomplished fact, because the Act of Parliament incorporating the company has been passed and a land subsidy given. The Opposition say we can do nothing until we ascertain what the Canadian Western Company are going to do; in other words, to go to sleep for a couple of years. We have been told that the country has already subsidized 12,000,000 acres of land, and no more can be done. In the House I stated that this was so, but we had received in return 12,000,000 other acres of land. The land is given in alternate sections. I should more accurately have said that the province was receiving 12,000,000 acres. The land is there, it is true, but it could never be got at without a road. So, I say that instead of giving the land away we are acquiring 12,000,000 acres. (Applause.)

They say that this is already an accepted issue, and wants no advocate! It has no enemy! They say that anyone who comes forward now as the advocate of such a scheme is a charlatan or an unprincipled trickster! We will see which is the charlatan and trickster,—the one who has advocated and worked for the proposed road long ago, or the newspaper which says it is "an accomplished fact." You will say on Wednesday week who you consider the charlatan and unprincipled trickster. (Hear! Hear!) They say legislation has accomplished all that has to be done, and there is nothing more to trouble about. Those who lead, or attempt to lead, the public to believe that there is no opposition, are the very ones who wish to see the project destroyed. As faithful servants of the public it is their duty to show where the opposition lies, and to warn the public of approaching danger, but in trying to delude people to believe the railway is "an accomplished fact," they are crying "peace, when there is no peace," knowing that if a determined stand is not taken, we may even yet lose the road which appears to be at our very doors. They say there is no opposition. Let us look at the facts. First of all when the matter came up for discussion in the House, a petition was presented by the Board of Trade of the City of Vancouver, strenuously opposing the construction of the new road. Then only the day before yesterday the Vancouver News-Advertiser assails me, in less abusive language than the Times—not because the road is "an accomplished fact" and "needs no champion," but because I have advocated its construction at all. They think apparently that it will ruin their city. It will do nothing of the kind. It will bring a large population into the country, and profit their region as well as the balance of the country, and the people of Vancouver will reap the benefits as well as anyone else (Applause). The United States has four transcontinental roads and all are doing well.

Not long ago, my friend, Mr. D. W. Higgins, raised an alarm—a needless alarm I considered it and still do,—that the government was putting it beyond its power to subsidize this new railway. He claimed that the government of the day was going to exchange the whole of the Peace River lands for lands along the C.P.R. It was a needless alarm, but I give Mr. Higgins credit for the honesty of his intentions. Before this railway project was discussed or brought into the House at all, a proposition was passed in the House without a single dissenting voice from either Government supporters or Opposition, authorizing the Government to take steps towards effecting such an exchange of lands in the Peace River District for lands along the C. P. R. They would have been justified in doing so then; but since then two very important changes have completely altered the question. In the first place, the decision was given in the Supreme Court of England, placing the minerals, in the belt, in the control of the Province. In the second place, the second trans-continental road, which circumstances have shown to be not only feasible but an imperative requirement. In view of these two questions the Government would not be justified in effecting an

exchange of the whole of the lands. Nor could they do so even if so desirous, without the assent of the legislature, not only of the Province but of the Dominion. Four parties would have to give their consent to such a bargain before it could be concluded—the Provincial and Dominion governments, and the Provincial and Dominion parliaments.

What Mr. Higgins said caused considerable excitement at the time, and I then assured all who spoke to me upon the subject that the Government would not, and could not if they would, take the action which Mr. Higgins feared.

At that time the Opposition press was loud in its alarm that the Western Railway was in danger. That "Honest John," who owned some property at Vancouver, was going to sacrifice the rest of the province so as to enhance his Vancouver lots, and that the least the people of Vancouver Island had to expect was that "Honest John" was prepared to utterly sacrifice them to his own advantage. It was in this state of ferment, fostered by opponents, that a melancholy incident called me to a seat in the cabinet, which I resolved to accept, and so assure my constituency that their fears about John Robson and his intentions were groundless. Then the Opposition organ immediately changed its tune. There was then no danger about the Western Railway, it was an accomplished fact—there was no issue to be raised about it, and Mr. Davie, or anyone else who would endeavor to raise such an issue was a political trickster as everything had been accomplished nine months before by legislation.

A correspondent in THE COLONIST a few days ago, styling himself H. F. Davis, pronounced the land to be traversed by the new road a sterile waste, abounding only in ice and snow. Mr. Higgins, in replying to Mr. Davis' communication, justly remarks that the Senate committee's report, based on the evidence of 125 witnesses, should be accepted in preference to Mr. Davis' statement. Mr. Higgins thought it probable that Mr. H. F. Davis, not having met with the success in his hunting and trapping that he had hoped for and desired, was determined to give the country a bad name. I am inclined to take a different view of the matter, and think that Mr. Davis does not want his territory invaded, finding it a very profitable one. He does not want his hunting and trapping grounds disturbed by the scream of the iron horse, followed by the march of civilization, nor does he want others to enjoy the country from which he obtains his living. He has a "good thing" and very sensibly, from his point of view, is averse to having others encroach on his preserves, and so he "brings an evil report of the good land."

Then we have another false prophet who has brought another evil report of the land—Mr. Amor De Cosmos. I will show you how wonderfully his opinions have changed. On July 31st, 1889, he writes a letter to the press advocating the Victoria, Saanich and New Westminster railway. I say nothing against that railway. If you get a requisite guarantee that the road will be built, at the company's risk, there is no objection to a civic guarantee. But Mr. De Cosmos in the letter referred to not only advocates his Saanich line but he attacks our Canada Western, and in so doing he quotes Mr. Sanford Fleming as his authority. These are his words:

"In order, however, that the public may not be deceived by "Cariboo" playing upon their credulity by holding up Seymour Narrows bridge as a promising investment for all the revenue of our city taxpayers, I ask your readers to note the following extract from Sandford Fleming's report of 1877 on the subject of the Canadian Pacific Railway crossing via Seymour Narrows. He says: 'The most serious difficulties, however, present themselves on passing from the mainland (Bute Inlet) across the Valdes Group of Islands to Vancouver Island. The bridging found necessary within a distance of 30 miles is, indeed, not only *formidable*, but *without precedent*. Besides heavy tunnelling and heavy rock excavations, the following works are called for: One clear span bridge of 1,100 feet at Arran Rapids; one of 1,350 feet at first opening of Cedero Channel; one of 1,140 feet at second opening of Cedero Channel; one of 640 feet at third opening of Cedero Channel; one of 1,200 feet at Middle Channel; one of 1,200 feet at first opening of Seymour Narrows; one of 1,350 feet at second opening of Seymour Narrows.' Such is Mr. Flemings report and no one has yet questioned its correctness."

Mark those last words,—"Such is Mr. Fleming's report, and no one yet questions its correctness." Now we will call a witness, and that witness is going to be Mr. De Cosmos himself. (Laughter and cheers.)

Mr. De Cosmos wanted to get elected to the Dominion House of Commons in 1878, and he published a card to the electors at that time. It is sometimes inconvenient to go back to what has been said eleven years ago, but here is what Mr. De Cosmos then said:—

"I shall maintain that the best route for a transcontinental and provincial railway is that recommended by Mr. Marcus C Smith, acting chief engineer of the Canadian Pacific Railway, via Bute Inlet to Esquimalt."

Mr. De Cosmos again, at a meeting held at Cedar Hill in 1878, is reported in The Standard, then his brother's paper, as having said:—

"The only feasible and practical route embracing natural advantages, and passing through a large tract of valuable country capable of sustaining two or three millions of people was the Bute Inlet route to Esquimalt * * *

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"The report of Mr. Marcus C. Smith, an eminent engineer, and one who had resided in the country four or five years, was of the opinion that Bute Inlet was the only profitable and practical route, which, when combined with superior resources and economy of construction, made it pre-eminent above all other lines. Now in order to defeat Mr. Smith, the Mackenzie government had sent for Mr. Sandford Fleming, who was airing himself in London, and employed him to furnish a report which would conflict with the one already received. This Fleming consented to do, and pronounced in favor of the Burrard Inlet route, contrary to all the facts presented in a more able report, and at still greater variance with no less an authority than that of Admiral De Horsey."

Still another extract from one of Mr. De Cosmos' speeches, delivered in December, 1878:—

Extract from Hansard report of Mr. DeCosmos' speech in the House of Commons, May 8th, 1878:

"In their country, where they could connect Vancouver Island with British Columbia, no ice floated. Scarcely a frost was felt there, and we could pick pansies and dasies all the year round, and yet they heard here, over and over again, and read it in the press, that they must have bridges at this point. There was no necessity for bridging there and the moment they struck the center of Vancouver Island, they struck a country full of iron and coal, the most accessible for settlement existing in the province to-day. * * * He would go further. A map had been prepared and was in the possession of the Department of Public Works, which indicated and showed the character of the land It was prepared by the acting chief engineer to give information to this country; and why had not this map been brought back to the House, and circulated through Parliament and communicated to the Senate? There was a design in this, and this design he believed was not in the interests of this country. Whatever it might be, it might be to shelter the Chief Engineer. He had no confidence in the Chief Engineer of the Pacific Railway, (Mr. Sandford Fleming,) but he had complete confidence in that lion-faced engineer, Marcus Smith, who knew more of the west side of the Dominion than any man on earth. If he, (Mr. DeCosmos,) were Premier of this Dominion, he would relieve himself of an engineer of whom he had stated on the floor of this house, that he was more an author than an engineer, and he would take that man who was a thorough engineer, who had explored the country, and had written reports on it year after year, of which he believed the present reports before the house to be a garbled copy."

(The reading of this last extract was followed by long and prolonged applause).

That is what Mr. De Cosmos had to say then of that same authority of Mr. Sandford Fleming that he now quotes to persuade people against the route adopted by Marcus Smith. Now, when he does not want Bute Inlet he brings up Mr. Sandford Fleming's report, forgetting how he denounced him before. (Laughter and Applause). Mr. De Cosmos is unfortunate in this, as well as in a good many other things. [A voice—We'll show him that to-morrow.]

In the bill that has been brought forward by Mr. DeCosmos for the Saanich railway there was one clause that Mr. DeCosmos should have been ashamed of, and which very wisely was expunged by the railway committee. It shows how deeply Mr. DeCosmos was interested in the welfare of the country! Here it is:

"The company may apply out of the money raised a sum not exceeding $150,000 to the payment of such bonuses to its promoters or other persons who have assisted in the furtherance of the undertaking as are agreed upon by the provisional directors, either before or after the passing of this act."

This evening I saw that a couple of gentlemen (Mr. Redfern and Mr. Grant) had stated that there was no such clause in the act. They are right. It is not in the act now; it was indignantly struck out by the railway committee. [Applause.] It is not in the bill now.

Much more might be said in regard to this project that I will not dwell on to-night. I have shown how inconsistent are those politicians who have opposed me at the present time.

I am assailed by the opposition, and the government is accused by Dr. Milne of putting a clause into the public school act which taxes the cities, providing that the cities shall pay a certain amount of the expense of their schools, and one-third of their teachers' salaries. The Doctor, had he written his card himself, and not at the dictation of the Times newspaper, would not have written this. He has accepted the advice of those who care nothing for him, but whose only wish is to favor their own political ends, by politically killing me, and have not the memory or intelligence to know how to do it. If the municipality is called upon, as Dr. Milne says, to pay the cost of operating the schools, they would have to pay all, not merely a third of the teachers' salaries, as these are included in the cost of operating the schools. There is nothing in the Act calling upon the municipalities to pay for operating the schools. All that the cities are called upon to pay was one-third of the salaries. In Victoria the salaries amount to $17,340, of which one-third was $5,780. This was not a large sum. It was asserted that this clause in the school act was a blow at public education. It was not. It was originated with the desire, and had the effect of saving the high schools. There were seven representatives of the cities, Victoria, Nanaimo, and New Westminster in the House, all the other twenty

members representing country districts. There were high schools in the cities only, and the children from the country cannot attend the high schools except at large expense. So the representatives of the country districts were not to be blamed when they complained against paying the same price for poorer educational facilities. It was then proposed by the school trustees, in order to meet the objections of the country members, not to levy this one-third, but to levy a special tax. The old school tax was $3 a head. This was far in excess of what was demanded of the city. Instead of going so far as the trustees wished, the Government asked for less than the trustees proposed.

On February 22nd, 1888, the school trustees presented a report to the Government by which it would be seen that this special tax idea originated. The following is one section of that report:

"5. Your committee also suggested to the Hon. the Minister of Education, the advisability of placing the appropriations for city schools to the credit of the respective school boards in towns and cities, and to so amend the School Act as to enable them to supplement the amount by levying a school tax on the municipality. Our suggestion was warmly endorsed by Mr. Robson, and he requested that this board should formulate their ideas in such a way as to enable him to understand fully the object arrived at, and promised that it should have his most careful attention."

The droll part, the DeCosmos part, has yet to be told. One of the very trustees who concurred in this report, and made this suggestion to the Government was himself—DR. MILNE. (Roars of applause). If Dr. Milne had depended on his own good sense, and not allowed himself to be dictated by The Times, he would not have been thus made ridiculous. Dr. Milne offered objection to several unimportant items in this report, but not the slightest to this section.

Referring to an editorial in The Times of August 7th, entitled "The Duty of the Hour," Hon. Mr. Davie, after reading it, proceeded to comment upon its contents. Said he, I happen to have these Acts before me. That Divisional Courts Act was introduced by me, and shown to other members of the profession, many of whom approved it. If The Times will give me upon affidavit the name of the writer of that article, for I believe he was a legal gentleman, I will point out to him the same man who advised with me upon the bill and who pronounced it "just the thing that was wanted." (Cheers.) The other acts they referred to are still on the statute books; they are law at the present time, and not by any means a failure. It was perfectly true that a Divisional Courts Act, such as they refer to, was introduced in the House, and supported by me. It was not, however, introduced by me; but by Mr. Bole, an opposition member. But let me be fair. He did so at my request, and I supported it; it was though nominally brought in by Mr. Bole. Politicians should be consistent, and they should have good memories, but the trouble with the opposition is, they are not consistent, and their memories are wretched. [Applause.] The tendency of legislation in school matters, so far from tending to make them subservient to politics, has been to relieve the government of responsibility and place the control of schools in the hands of the trustees. The appointment and dismissal of teachers and everything in regard to the schools is now in the hands of the trustees, and all the government has to do is to foot the bills. This is very different from the old order of things.

Since this government has taken power the vote for educational purposes has risen year by year. Ten years ago it was $47,000, now the year's estimate was $144,000. (Applause.) Take this grant and compare it with the sums expended upon education by the other provinces. The average in British Columbia for 188, 88 was $17.70 per capita; in Quebec for the same year it was $6.94; in Ontario, $6.42; in New Brunswick, $5.82; in Nova Scotia, $7.82; in Prince Edward Island, $6.56; IN BRITISH COLUMBIA, $17.84. What complaint have Dr. Milne and the Opposition to make in regard to the carrying on of the schools? They are being well conducted and a liberal education is offered everyone. (Applause.) In the Times to-night is an item headed "Davie's Dishonesty," saying that I had stated that if defeated Mr. Robson would appoint Mr. Bole as attorney-general, and reflecting on me for thus imputing dishonorable intentions to my colleagues. I did not say this, but what I did say was that if Mr. Robson were to do the same as Mr. Beaven did in 1882, when he was defeated at the polls he could send for Mr. Bole. As will be remembered, on that occasion, a round robin was signed by fifteen or sixteen members out of a House of twenty-five, expressing want of confidence in the Government, and Mr. Armstrong the member for New Westminster signed the document, but when Mr. Beaven found himself thus confronted with certain disaster he made a trip to New Westminster, the result of which was a document by Mr. Armstrong addressed to Mr. Smithe, "Take my name 'of' (off) that list," followed by Mr. Armstrong's acceptance of office under Mr. Beaven, which in-

cident enabled Mr. Beaven to hang on to office for a few months more and until turned out by a vote of 16 to 8.

This was not considered dishonorable in Mr. Beaven at that time; neither could similar conduct by Mr. Robson in a like emergency be deemed out of place.

There is no danger, however, of the intelligence of this community defeating me. I merely quoted the illustration to show that my defeat would simply leave Mr. Robson to get an attorney general elsewhere, which he could easily do, and run his government without me.

I am sorry that Dr. Milne is away, but probably some professional call has occasioned his absence. I will read the correspondence that has passed between us:

VICTORIA, B. C., Aug. 10, 1889.

DEAR DOCTOR.—You will have observed that I have advertised a public meeting to be held at the Theatre on Monday evening next.

As it is but fair that you should have the same opportunity as myself of explaining your views, I shall be most happy to accord you the opportunity of doing so at the meeting which I have called, and I will guarantee you a fair and generous hearing so far as my friends and supporters are concerned.

Of course, this being my meeting I should be entitled to speak first, but I may mention that I have also engaged the Theatre for the night before the election, on which occasion, if you accept my offer, and would prefer it, I will accord you first hearing.

THEODORE DAVIE.

G. L. Milne, Esq., M. D.

To which received the following answer:

VICTORIA, Aug. 12, 1889.

Theo. Davie, Esq.

Dear Sir.—I have ple sure in accepting your invitation for this evening, and extend to you a cordial invitation to attend my meeting in The Victoria to-morrow evening. As regards the meeting for the evening of the 20th, I have engaged a hall for that evening.

Without a mutual arrangement can be made as to time, I cannot very well give up the hall for that evening.

I remain, yours truly,

G. L. MILNE.

As Dr. Milne has not appeared to-night, I do not think that I need attend his meeting to-morrow, where I know that I should simply receive scurrility and abuse from the Opposition.

As Hon. Mr. Davie retired, the auditorium rang with long and enthusiastic applause.

In response to a loud and general call from the audience, the Hon. Mr. Robson stepped forward and addressed the meeting, amid enthusiastic applause. He said that, owing to the lateness of the hour and the able and telling speeches already delivered, he felt that it would not become him to occupy their attention at any length. In consequence of the lamented death of the late premier he had been called upon to form a cabinet, and in doing so he had offered the portfolio of attorney-general to one of Victoria's representatives, Mr. Davie. He had felt it to be a duty and a pleasure to do this, as Mr. Davie was the only available member on the government side; because he stood in the front rank of his profession and because he (Mr. Robson) had the advantage of experience as to Mr. Davie's worth in the cabinet; for it should be remembered that when his brother (the late Attorney-General) was absent from the province on account of illness, he (Mr. Theo. Davie) consented to enter the Cabinet, and, without fee or reward, give his professional services as freely and fully as if he had been in receipt of salary. (Loud applause.) Had he done wrong in thus offering a seat in the Cabinet to one of Victoria's representatives at a juncture in her history when it was so important she should be represented there? It would, indeed, be passing strange if, under these circumstances, Victoria should cast away so very obvious and great an advantage! What would be the result of rejecting one of her own representatives because he had accepted a position of greater power to work for her interests? Rejected by Victoria, Mr. Davie would have no difficulty in finding a country seat, and Victoria would have in his place a representative on the floor of the House, who, allied with a sickly and hopeless opposition of seven, would be utterly powerless to promote her interests. He felt quite sure Victoria would do nothing so foolish and suicidal. [Loud applause.] He referred to Dr. Milne's address, which was almost entirely confined to school matters, and the inaccuracies and inconsistencies of which had just been so ably exposed by Mr. Davie. To him it was inconceivable that an educated gentleman like Dr. Milne, who had himself been a member of the trustee board, should have appended his name to such erroneous and misleading statements — statements which placed him in a most humiliating position before the public. (Applause.) He repeated that he had too much faith in the good sense of Victoria to think for one moment that there was the slightest possibility of rejecting Mr. Davie, and thus throwing away the great advantage of another seat in the cabinet; but he appealed to the electors to return him by such a thumping majority as would strengthen his hands and encourage his heart in working for their interests. (Loud and prolonged applause).

Three rousing cheers were given for the candidate, and for the worthy chairman, and the meeting dispersed.